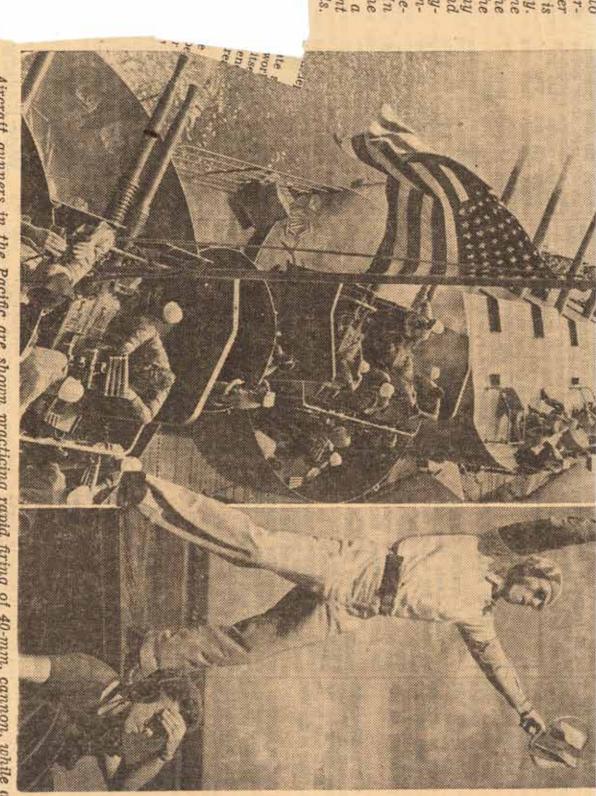
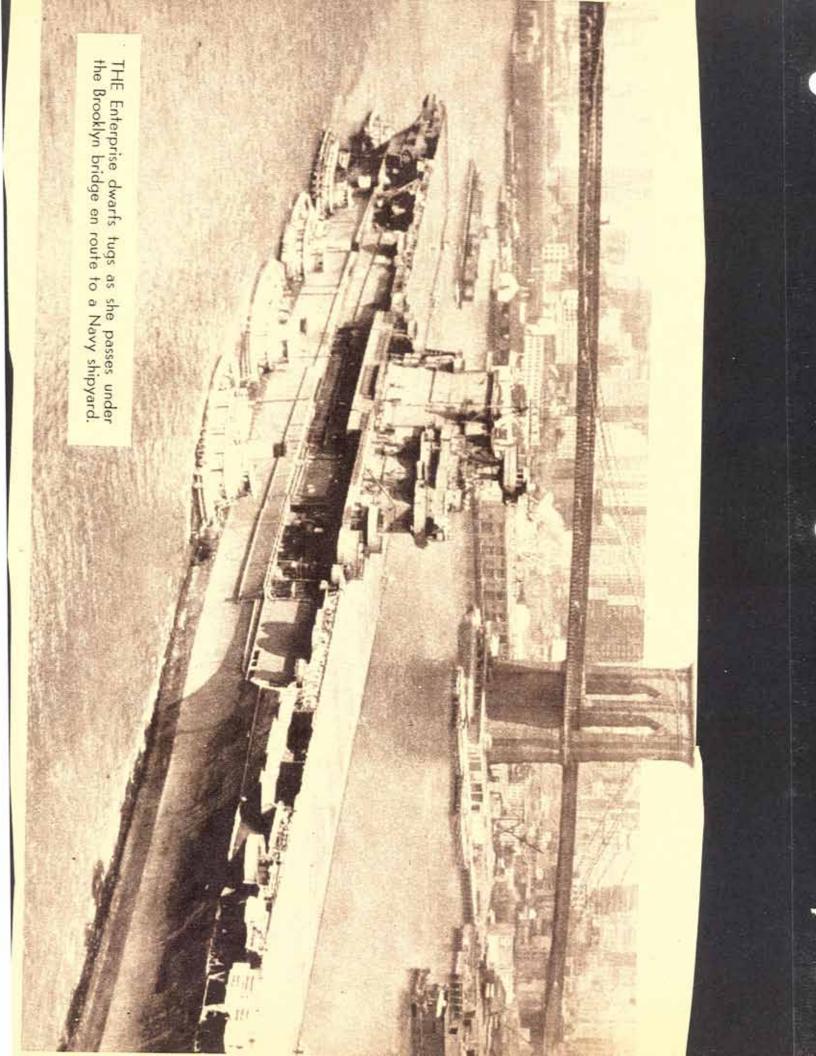
cruiser and damaged a giant sank a Jap carrier and a battleship to win new laurels. aged two carriers, two battleescorted the Hornet for Jimmy the battle of Leyte Gulf she later with the Hornet destroy-Japs after Pearl Harbor. She vivor of her class and holder the Navy as "Big E," sole sur-This famous carrier dealt some ed 135 enemy planes, dam-Doolittle's raid on Tokyo, and hips and three cruisers. till on the trail of the enemy. f the first blows against the a presidential citation, is



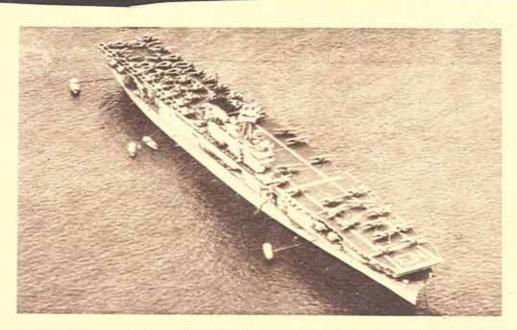
pilot he is coming in too high. Aircraft gunners in the Pacific are shown practicing rapid firing of 40-mm. cannon, while a signal officer glides a plane to a landing on A deck. This signal indicates to the approaching





SAILORS wallowed through foam which they used to smother on the famed carrier's deck during action in the Pacific in World War II.

January 5, 1957



FLIGHT deck loaded with two-winged fighter planes, the Enterprise looked like this when she was the pride of the Navy. The ship joined the fleet in 1938.

'Big E's' Heart Lives On

THE U. S. NAVY will do to the air-craft carrier Enterprise what no enemy could do from Pearl Harbor to V-J Day: Junk her. Overage and deemed unfit for further naval service, the Enterprise is to be dismantled and sold for scrap.

But a fighting ship is more than just boilers, steel decks, armor plate and engines. It has a heart and a proud tradition that cannot be junked. The men who served on the "Galloping Ghost" know this. So do all Americans who thrilled to the Enterprise's record of 20 battle stars, 911 Japanese planes downed, 71 ships sunk and 192 damaged.

The Enterprise is passing physically from the scene, but it will live on in the hearts of all who admire gallantry and devotion to duty. And, perhaps, San Diego can obtain some piece of the gallant ship as a permanent memorial to the "Big E" and the hundreds of veterans in this area who served on her in peace and in war.

REW IS READY

'Big E' Vets Offer To Sail Ship Home

Former crew members of the carrier Enterprise yesterday offered to man the

20,000-ton ship for a final voyage to San Diego if their efforts to save her from the scrap pile are successful.

the USS president sociation, said terprise crew of veterans to take the it would take only a partial carrier from Bayonne, N.J., officer of the Enterprise, has ret., a former commanding Adm. Tom Hamilton, USN, to San Diego, He said Rear agreed to act as skipper for BIII Rubin, AS-En-Hamilton

The Navy announced Mon-The Navy announced Monday that the "Big E," as the famed ship is known, is unfit for service and will be unfit for service and will be sold as scrap. It is in mothballs at Bayonne. The forballs at Bayonne. The former crew members have mer crew members have petitioned President Eisenphower to save the ship and preserve it here as a national memorial. The Chief of Information Navy Department Washington 25, D. C.

CHINFO

NEWSLETTER

Radm T. J. Hamilton, USN Ret Athletic Dept. University of Pittsburgh Pittsburgh, Pa.

Vol. IX, No. 18

Washington 25, D. C.

15 October 1957

FREQUENCY OF PUBLICATION REDUCED

For the current quarter, the CHINFO NEWSLETTER will be published on the 15th of each month instead of bi-weekly, on a trial basis.

The CHINFO NEWSLETTER has attempted to report on matters relating to the Navy's public information program and to help naval activities support that program. Any evaluation of our success in fulfilling this responsibility must, obviously, come from the readers.

The Chief of Information invites comments and suggestions from commanding officers and public information officers on the value of the NEWSLETTER and its effectiveness as a monthly publication. Material for the NEWSLETTER, including case studies, editorials, criticism or suggestions, should be addressed to the Chief of Information, Navy Department, Washington 25, D. C.

USS ENTERPRISE AUTHORIZED AS MEMORIAL MUSEUM

Public Law 85-218, passed by the 85th Congress on August 29th authorizes the establishment of the United States Ship Enterprise (CV-6), in the Nation's Capital, as a memorial museum.

"Resolved by the Senate and House of Representatives in Congress assembled, that subject to the conditions prescribed, at such time as the USS ENTERPRISE is released by the United States and acquired by the Enterprise Association and its distinguished leader, Fleet Admiral William F. Halsey, USN (Ret), it may be berthed at, or in the vicinity of, the Nation's Capital as a memorial museum to be supported and maintained by private funds at no expense to the United States or the Government of the District of Columbia."

Now that the green light has been flashed for this project, it will take some time for the ENTERPRISE to be renovated and brought to Washington. The project still depends on the financial standing of the association to maintain the World War II carrier.

PIO's should disseminate this information; there may be personnel in your command who were former crewmembers of the famed carrier, or there may be personnel who are interested in seeing a Navy ship become a lasting memorial to all naval personnel.



ial CHestnut 4-8421 WEWPORT NEWS MAIN OFFICE HAMPTON BUREAU 215-25th Street

ial PArk 3-3367

117 North King Street

al LYric 6-1551

HILTON BUREAU

345 Warwick Road



NEWPORT NEWS, VIRGINIA, FRIDAY MORNING, MARCH 6, 1959

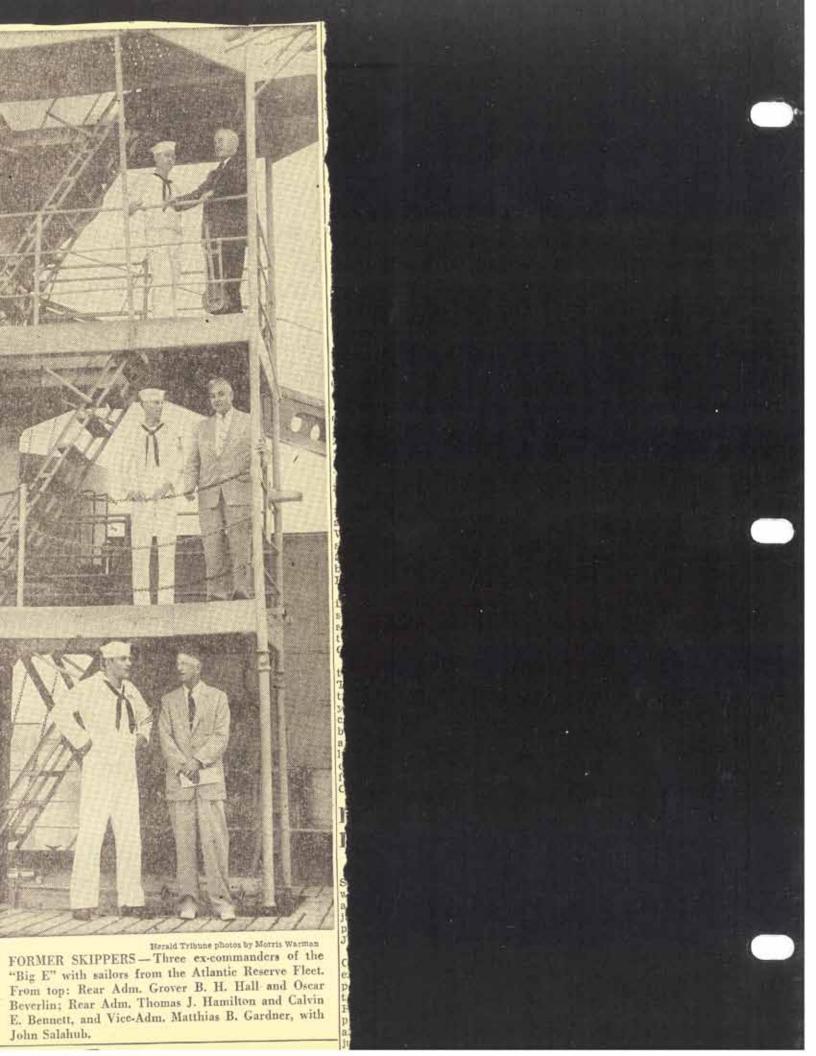


THE SECOND FRONT PAGE



PSA LAUNCHES CAMPAIGN FOR 'BIG E'

ton, (center, left above), and four members of the carrier's wartime crew. Joining in the discussion, from left, are Alton B. Bothwell and W. P. Link Jr., both of Newport News, Admiral Hamilton, E. G. Johnston of Norfolk and S. J. Tegland of Portsmouth. Plans for the PSA memorial drive are discussed, left photo, by Admiral Hamilton, union president W. E. Blewett Jr. sociation for construction of Enterprise Tower at the new memorial stadium in Annapolis-"Big E Rally" Thursday opened a \$15,000 campaign by the Peninsula Shipbuilders As-The meeting provided a chance for reunion conversation between Adm. Thomas J. Hamil-



Mr. William S. Lampe Hearst Newspapers Room 227 959 Eighth Avenue New York 9, New York Rough copy

Dear Mr. Lampe:

I am very sorry that I caused you any concern in the last couple of days when you were packing to leave Pittsburgh. I stopped in your office and apparently just missed you, and then also tryed to get you on the phone. I certainly understand that you had many things on your mind, and I hope my wires calls did not inconvenience you.

Congratulations on your promotion to be in charge of the Editorial Projects of the Mearst Newspapers. I read this with great interest, and while we hate to lose you here in Pittsburgh, we are happy that you are taking another big step up among the top brass.

In your new responsibilities I wanted to call your attention to a project which might excite your interest. A little over a year ago the Navy announced that it was going to scrap the USS ENTERPRISE, and was getting ready to ask for bids on her. The ENTERPRISE Association, which consists of about 2,000 of the 10,000 enlisted men and officers who served in the "Big E" from the time of her commissioning in 1935 to 1946 when she was placed in mothballs at Bayonne, New Jersey, was formed to save the ship.

Fleet Admiral William Malsey has fought like a tiger to save the "Big E", and through his efforts Senator Magnesin introduced a bill in the Senate, and Congressman Vincent, the Mouse, sponsored it there. This bill was passed almost unanimously, I believe, and signed into law by President Eisenhower. The bill provides that the government will provide a site on the Potomac River in Washington for the permanent location of the ENTERPRISE as a national museum and monument. They will prepare the dock, the grounds around for parking, and it is up to the ENTERPRISE Association through public contributions to raise enough money to tow the ship to the site, have the ship rehabilitated for tourists' visitations, and provide enough money for the maintenance of the ship from year to year. It is contemplated that a small fee charged the tourist, will provide maintenance funds.

As you know, the ENTERPRISE WAS in more battles and played a leading part in them than any other ship in any Navy in the world at any time. She symbolises the great Naval war which was fought in World War II, and the change over of major weapons to the aircraft carrier. Mer feats were amazing for the compliment of men aboard her changed quite often, but the ship herself seemed to withold a character, which enabled her to be the only carrier who really fought all the way through the world and operated as a champion among carriers despite the fact that the essex class were larger and more modernly equipped.

I believe that this will have great public appeal to the nation, and it is the sort of thing that the Hearst Newspapers can back with all their heart. I Welt it was something that you might be interested in using as you start on such editorial projects, and I believe that the figure of Admiral Halsey along with the ship's historic record would make it a very easy one to put across.

The ENTERPRISE Association has a public relations firm in New York who are directing the fund raising campaign under the leadership of a Committee Chairman, Mr. Felton, who is the president of Revere Copper and Brass Corporation. Mr. Felton, I

May 14 by Suicide Unit

WASHINGTON, Aug. 27 (UP)
—The 20,000-ton carrier Enterprise, the fightingest flattop of
the U. S. fleet, was knocked out
of the war May 14 by a jap suicide
plane off the coast of Japan, the
navy disclosed Monday.

Casualties were 13 killed and 67 wounded.

The "Big E," as she is known, broke off her last engagement reluctantly, then returned to the states under her own power for repairs at the Bremerton, Wash., navy yard. The damage prevented her from joining the mighty allied fleet now sailing into Tokyo bay for Japan's surrender.

Due For Overhaul

Her skipper, Capt. G. B. H. Hall of Annapolis, Md., said the veteran carrier could have stayed in the fight by operating at 80% of efficiency but "were due for overhaul and the fleet didn't need us, so we came back."

The May 14 attack forced Vice Adm. Marc A. Mitscher, then commander of famed task force 58, to transfer to another flagship for the second time in four days. He had been aboard the Bunker Hill until May 11 when two Jap suicide planes turned that giant flattop into an inferno off Okinawa.

Four attacking planes were shot down by Enterprise antiaircraft gunners and protecting aircraft before a Jap fighter flashed out of a cloud cover and made for the carrier.

Almost Missed Mark

Ri

Weaving and fish - tailing through the flak, the enemy pilot almost missed his mark. But he flipped the plane on its back and plunged into the foreward flight deck. Its bomb blew the 30-ton forward elevator 400 feet into the air and set fires that roared through the forward section.

By heroic efforts, the crew brought the fires under control in 17 minutes and had them completely extinguished a half hour after the attack.

The only carrier to win a presidential unit citation and at one time the only seaworthy flat-top operating against the Japs, the "Big E" had fought in every major Pacific battle except the Coral sea engagement in steaming more than 275,000 miles—equal to 12 times around the world—to heap death and destruction on the ene-

Hit Dozens of Times

She had been hit dozens of times but only once before had been forced to return to the mainland for repairs. The Japs claimed to have sunk her six times.

In her long combat record, practically a summary of naval warfare from the desperate days of Pearl Harbor, the "Big E" and her planes destroyed 911 Jap planes, sank 71 enemy ships and damaged or probably sank 192 more.

Adm. William F. Halsey, commander of the Third fleet, prefers to call the Enterprise the "galloping ghost of the Oahu coast."

She was his flagship Pearl Harbor day and during Lt. Gen. Jimmy Doolittle's historic air raid on Tokyo, when she escorted the carrier Hornet which served as Doolittle's floating airfield.

'HEROISM? MULTITUDES!'

'Ball of Fire' Triggered Big E Blast

PEARL HARBOR-The Navy at presatime was moving ahead on two fronts to pinpoint the cause and repair the damage to the stricken nuclear aircraft carrier Enterprise

following the explosions and fire that left 22 of her erew dead, 62 injured and four missing.

An additional 21 crewmembers were treated for minor injuries and released following the January 14 tragedy some 70 miles southwest of Pearl Harbor.

Pacific Fleet Commander Adm. John Hyland reported investigators are "rapidly narrowing down the probable cause" of the explosions and fire that wracked the ship as her planes were conducting a ng training exercise at \$ 19 s.m. (Hawali time).

the yard. "We'll choose we can return the Enterprise to the injuries, the men said. service just as soon as it can po-sibly be done," Hyland said. The ship's eight nuclear reactors were not damaged, [6]

There were some indications that the ship might return to her home-port of Alameda, Calif. The Enterprise left there January 6 and was relieve the carrier Constellation in the Gulf of Tonkin off Victoria.

Eyewitnesses said the first plosion was "a bail of fire" under-neath one of the Phantom jets being readied for launching on the ing' readied for launching on the flight deck. Another group of planes was already in the air at the time of the explosion. They were diverted to the Barber's Point Naval Air Station

Most of those killed were members of flight dock grews readying the planes for laugeh. No pilots were lost, even though some of them ejected into the sea from the reckpits of the burning and exploding planes.

Other crewmembers jumped or were blown into the sea by the force of the explosions. Men were blood at Tripler.

placked from the water by helicopters and by the three ships accompanying the Big E — the teer doners. Both hospitals called

nuclear frigate Bainbridge, guided missile destroyer Stoddert and the radar picket destroyer Rogers. The three ships also helped fight the

Two of those killed were blown spart in a compartment located below the flight deck.

CAPT. KENT L. LEE, CO of the up, said the fices resulting from esplosions were under co within 45 minutes and all fires were out a little more than three

m (Hawaii time). bours after the first blast.

Officials from Adm. Hyland
THE NAVY has decided repairs fown were lavish in their praise of to the Enterprise will be made on the heroism of the damage control the mainland, but had not yet pick, crewmen, many of whom suffered erewmen, many of whom suffered the burns and cuts and other injuries location which will be able to make during the battle to control the repairs best and quickest so that flames. Shrappel caused most of

> CWO James Helton said, "Hernism" Multitudes! I saw one man physically blown from the scene by an explosion. He re-turned to fight the fire and was knocked down again. He was knocked over several more times each time be came back.

Capt. Lee, a flag selector, said the tracedy would have been far worse but for the lessons learned from the disaster abound the car-rier Forrestal in 1967 when 137 en died in a fire off the coast of Vietnam.

Of the wounded, 45 were airlifted by helicopter to Tripler Army Hospital. One man was dead on arrival. Ten of the most seriously burned were flown to the burn

center at the Army's Brooke Army Hospital near San Antonio, Tex. When word of the disaster was flashed to Honology with requests framed is Bonderin with Sequence for medical assistance and supplies of blood, more than 1000 persons—mostly military people, and dependente—lined up to doubte blood at Tripler.

Queen's Medical Center was similarly supplied to the supplied of the suppli



DAMAGE TO ENTERPRISE and her planes is dramatically shown in this photo by Photogrupher's Mate First John D. Osborne. It shows the three large holes punched in the thick steel flight deck on the port side of the fantail, a fourth in the after edge of the after ele-rator and two on the starboard edge of the ship. Debris of at least six completely demolished planes and of four partially wrecked ones can be seen.

off their appeals for donors after processed. they received more than could be

HOSPITAL SPOKESMEN praised the treament given by the Enterprise medical teams. One man had a leg amputated in the ship's sick bay. Patients were being proceased at Tripler in 10% minutes

from the time the evacuation
helicopter touched down until the
man was in his ward.

No estimates have been made of total damage of the fire. In all, 13 planes, costing from \$5 milion to \$7 million each, were lost. The largest of the holes in the flight deck is 15 feet across and 20 feet long.

Navy spokesman emphasized that so early report of a bomb failing from a plane landing on the carrier and causing the inexplosion was definitely

Rear Adm. Fred F. Bakutis, ommander. Hawailan See Frontier, who directed the emergency affort ashors, praised the people of Hawali for their response in this time of need." Among others, he cited the Hawalian Telephone Co. for installing 50 circuits aboard the ship so crew members could call home.

The Enterprise tragedy was the fourth to strike Navy carriers in the past 26 months. In October 42 men were killed aboard the Oriskany in a flash fire in the Gulf of Toukin. A month later in the same area, the Franklin D. Roosevelt lost eight menhin a shipboard blaze. Then rame the July 1967 Forrestal disaster.

Radio School Grad Sets New Record

SAN FRANCISCO - Radioman Seaman Michael T. Smith set a scholastic record when he graduated from class A Radiomau School at Treasure Island, His 96.61 percentage was almost two points

higher than the previous mark, Smith, a former radio announcer. attended at NAS-Cliv

Housing Boost Asked, **BOQ** Request Drops

of family and troop bousing will snow up in fiscal 1970. If the proposale submitted to Congress last week by Defense are approved. New construction of bachelor of-ficer housing will decrease.

The new Defense bill would note than double the number of more than double the number of dwellings built this year. The 1969 total was 2000 units and the new requests is for 4800-1950 for the Navy and Marine Corps; 1200 for the Army, and 1850 for the Air Force, A list of the housing pro-posed by state appears below. The cost of new family housing con-struction in the bill is \$114 million.

New troop housing construction to 1909 will accommodate only 15,000 men, but the fiscal 1970 proposal saks for 45,000 spaces

Furthermore, the barracks will allow more room for each man-

INSTEAD OF the four-man rooms in the 1909 program, the barracks built in 1970 will con-tain three-man rooms. Also, instead of a single head located on each floor, there will be smaller ones located between every several sleeping rooms. Costs will rise from \$2500 to \$2900 per man.

The number of HOOs to be con-structed will drop from 15,000 spaces in fiscal 1999 to only 1900 in fiscal 1970. The cost per man in fiscal 1970. The cost per man will go up from 50200 to 210,000 because of rising construction prices, but the BOQs will remain

about the same.

Cost for family housing will to up too, but officials say this is a result of higher prices rather than nore spacious homes. The stateside ousing unit cost in last year's idget was limited to \$19.500.

WASHINGTON - Construction, antee basis and about 2000 units may be constructed. Those who live in the homes will pay an average of \$185 a month rept.

The hospital construction in the bill is the smallest in many years. There are no new or replacement bospitals in the Navy or Army pro-gram, Hamilton Air Force Base, Calif., will get a 50-bed replace-ment hospital: and Williams AFB in Arimna will get a 45-bed re-placement. The Marine Corps gets a 600-bed replacement hospital at Camp Pendleton, Calif.

THE TOTAL Defense construc-tion bill amounts to \$2.4 hillen including \$601 million for the Sentinel antiballistic missile syrtem support familities.

Here is the Navy and Marine

Cerps housing program units by state and area:

ALASKA: NS Adak 100, NO

Kodiak 100. ARIZONA: MCAS Yama 100.

ARIZONA: MCAS Yama 100.
CALIFORNIA: Comp. Pendistan
102. NAS Lamoote 130.
FLORIDA: NS Key West 200.
MARYLAND: Navet Air Test
Center, Patrixent Hiver 200.

RHODE ISLAND: NAS Quonset VIRGINIA Armed Forces Staff Norfolk, 4ff.

WASHINGTON: Naval Complex Bremerton 200; Naval Pacifity, Pacific Beach 10:

GUAM: NS Guam 200. ICELAND: NS Reflavik 100. PHILIPPINES: NS Suble Bay

Alameda Construction

ALAMEDA, Calif. - Construc-That goes up to \$21,000 in fiscal racks at the Court Grand Training 1970.

For the first time in many years, Defense is going to try to build a shead of schedule and the \$2.6

List of Casualties

WASHINGTON—Following is the carrier Enterprise official cas-ually list as released by the Navy on January 17. The list shows 22 dead, four missing 62 lajured and bospitalized and 21 injured slightly and cared for in the ship's ward.

CHJURED CHOCPCTALIEEDS William W. AM

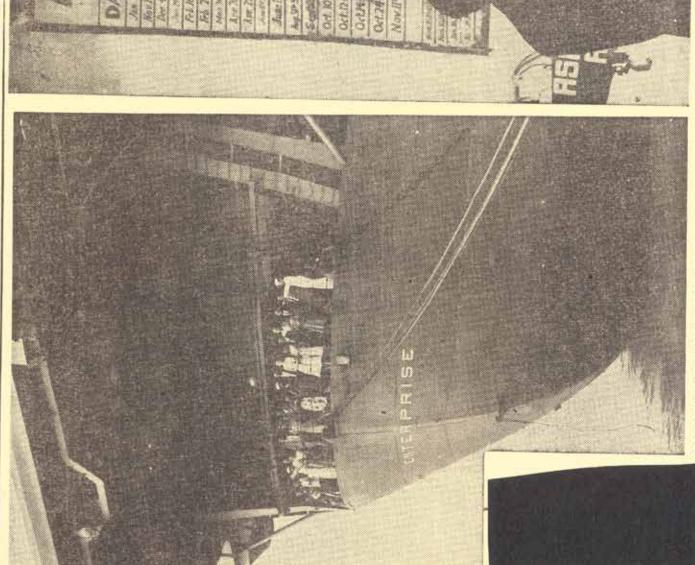
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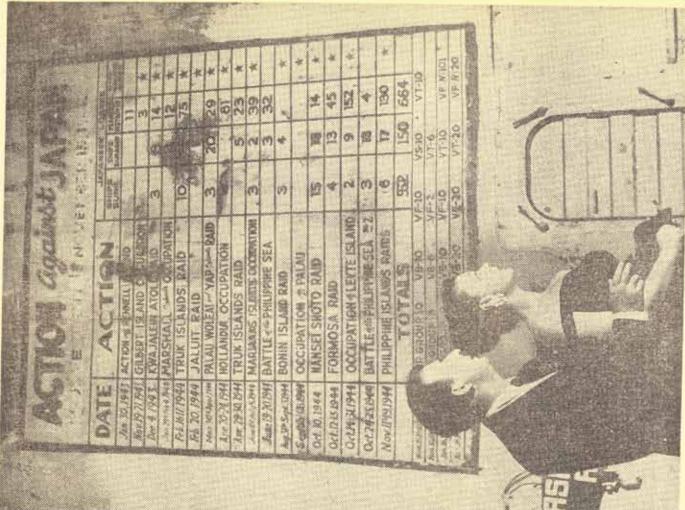


SEUSULS TOSHES





REUNION ON THE "BIG E"-Wartime shipmates and their families yesterday as they gathered aft on the hangar deck of the carrier Enterprise at Bayonne, N. J.



THIS IS THE RECORD—Mr. and Mrs. Jerry Flynn, of Rochester, reading the battle record of the Enterprise, which served in nearly every major battle of the Pacific Theater in World War II. Mr. Flynn was a gunnery officer.

Navy Will Preserve 'Big E' As Symbol of Valor in War

The "Big E" has been assigned Navy Day celebration in New York a permanent place in American his- and later proceeded to the Navy Vard at Posterior

The Navy disclosed today that President Truman has approved a proposal from Secretary Forrestal to preserve the heroic aircraft carrier Enterpise, known to her crew as the "Big E" and the "Gallopin' Ghost of the Oahu Coast," as "a visible symbol of American valor and tenacity in war."

Details concerning her preservation, including where she will be berthed, have not been completed.

The Enterprise was the heart of the Pacific Fleet when the war was going badly for the United States. At one time she was the only carrier in the whole Pacific Ocean to fight the Japanese. She survived many attacks from submarines, surface ships and aircraft.

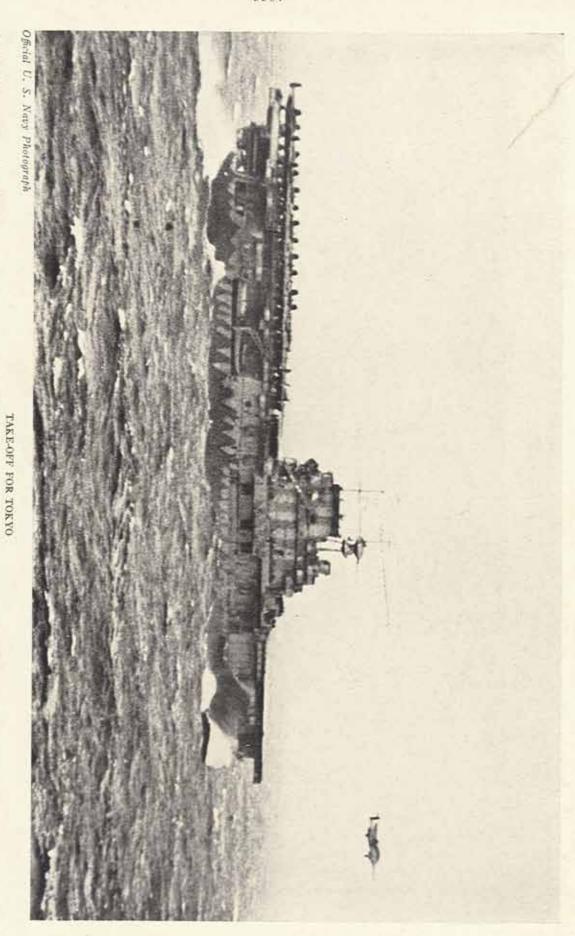
The Enterprise took part in the deck."

Navy Day celebration in New York and later proceeded to the Navy Yard at Boston to be fitted with accommodations for returning servicemen across the Atlantic from Europe.

"I think it is an appropriate ship to take its place with the Constitution, the Constellation, the Hartford and the Olympia as historic vessels of the American Navy," Mr. Forrestal said.

Mr. Truman agreed to the proposal by approving a letter directed to him by Mr. Forrestal in which the Navy Secretary said that "time has accomplished what the enemy failed to do in four years of desperate, costly effort; the USS Enterprise must be taken out of service because modern planes cannot be flown in combat from her flight deck."

a public rebuke of Prince Fumimaro tractor came into the picture, Mr.

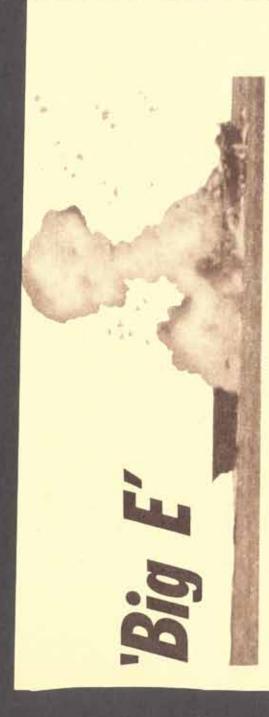


"Off We Go"—the Army Air Corps song was never more appropriate than here as a B-25 North American medium bomber soars off the flight deck of the U.S.S. Horned en route to Tokyo, Yokohama, and other Rising Sun industrial centers to give the Japanese their first taste of bombs dropping on their soil.

To Jirch Afein Bomb on Topon

Carrier Enterprise from the Scrap Heap They're Trying to Save the Proud Old

The Last Battle of the





HE old aircraft carrier Enterprise is riding out her last naval battle. While her gray hull looms over the U.S. Naval Supply Depot at Bayonne, N. J., those who served aboard her—many of them Midwesterners—are fighting to save her from the scrap heap.

A peeling battle record on a forward bulkhead notes engagements she has kept—every major action in the Pacific during World War II except the Coral Sea.

Today, her flight deck shelters pigeons. Her rusted hangar deck holds dusty chairs and rubbish.

To put her into cruising shape today would cost \$3 million. To convert her for jet aircraft and atomic warfare would cost \$28 million.

It is cheaper, the Navy assesses, to sell her for scrap.

But the Enterprise will die hard if she dies at all.

An independent group of 1,300 men who once served aboard the carrier have formed an association to keep it as a permanent memorial.

They hope to interest others in the project before the Navy accepts bids to scrap her.



VETERANS returning home in 1945 filled the hangar deck of the Enterprise when it was a huge dormitory at sea. It carried 1,200 enlisted passengers.

January 5, 1957

Veterans Rally Behind Drive lo Bring Enterprise Here

in efforts to save the famed Navy League has been sought The Navy said it has made the president of the USS En-terprise Association yesterday consideration. rier Enterprise rallied around bin's wire and has it under ship; the problem of a place Veterans of the aircraft car- House said it has received Ru- to defer plans to scrap th

bers of the "Big E," as her the league should send a letter costs run more than \$150,00 crew called her, supporting ef. of support to the secretary of a year more than a score of telephone was in the process of contact. It is moored at Bayonne, N.J. Bill Rubin, association presi- by Rubin, James Archer, presi- prise afloat as a permanen dent, said he has received dent of the league, said he memorial to Pacific fighting the Navy.

scrap but be preserved as a save her are successful. He telephone calls from forme dent Eisenhower, asking that bility of mooring the 20,000-tacted to aid in the project national memorial in San Di- said docking space in the har- crew members, many of whon ego, its former home port. bor is at a premium. are not members of the US the carrier not be sold for ton carrier here if effort to He said he has received man

In Washington, the White Rubin said the first aim is Enterprise Association.

to moor the carrier would b

every effort to keep the Enter

Rubin has telegraphed Presi- Archer questioned the possi- organizations have been cor are not members of the US Rubin said local veterans